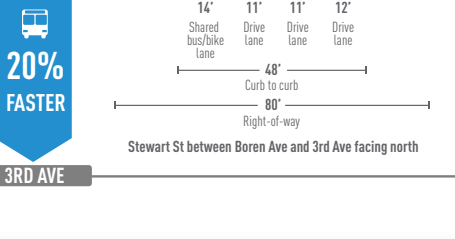
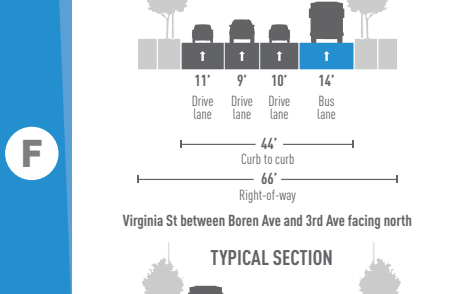
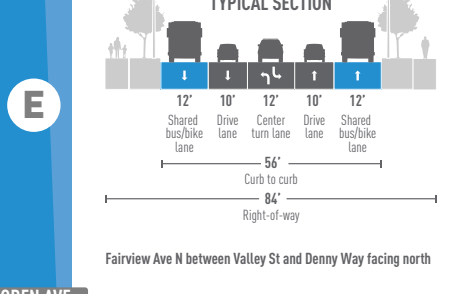
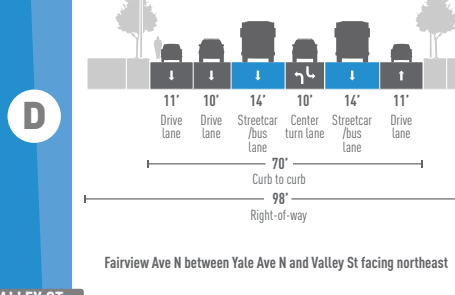
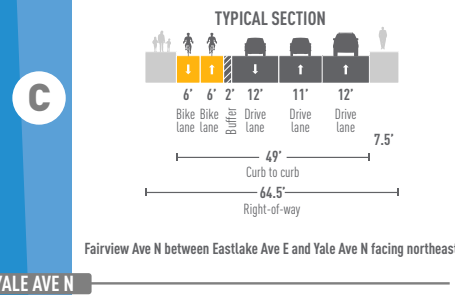
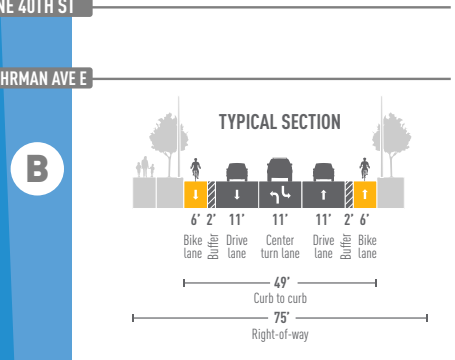
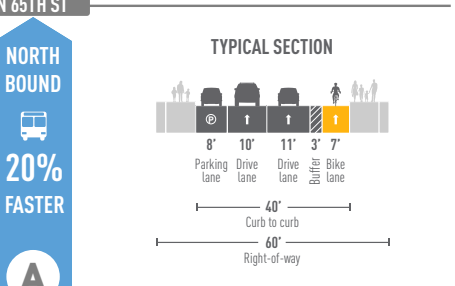
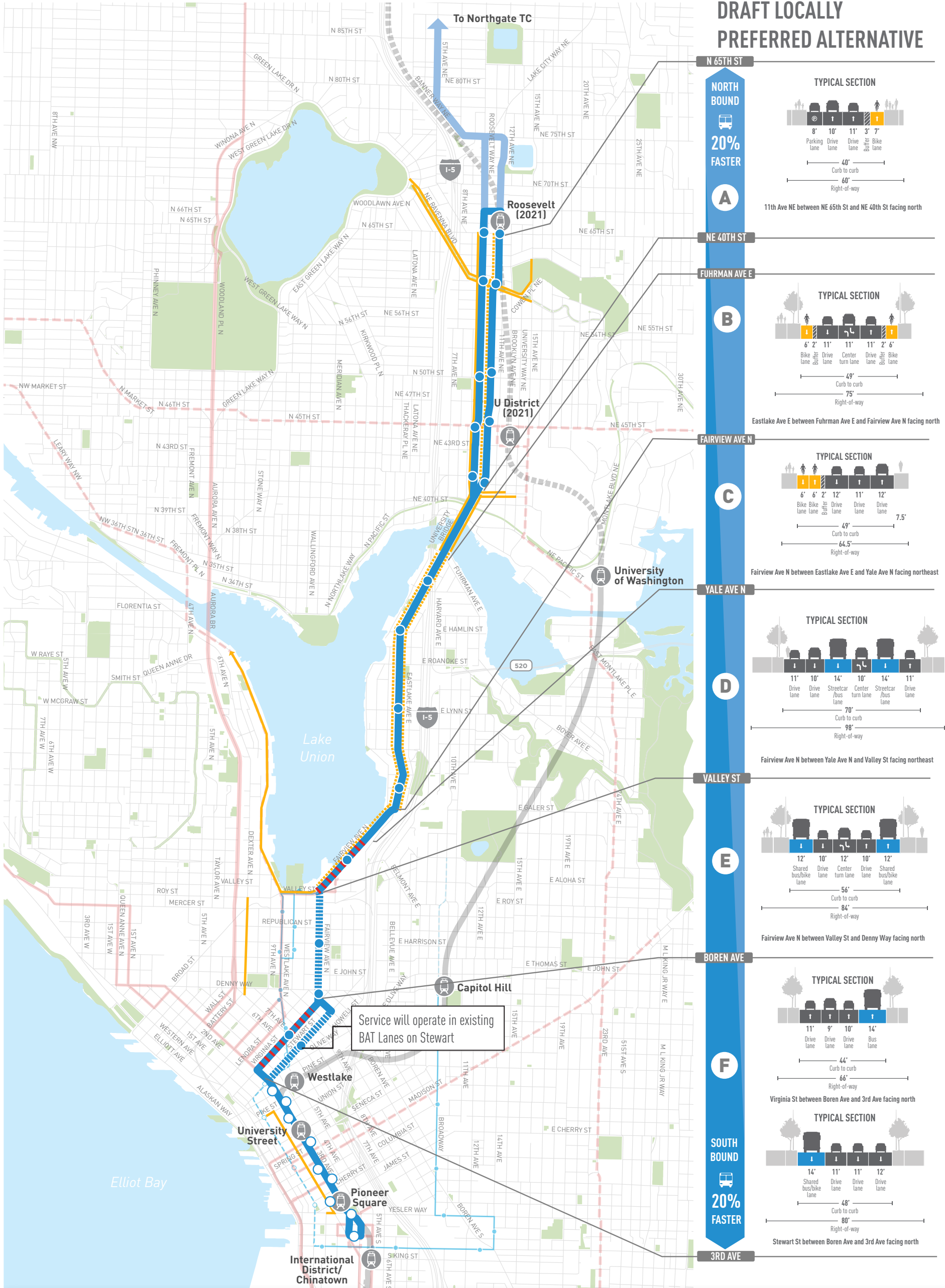


# ROOSEVELT RAPIDRIDE CORRIDOR

## DOWNTOWN TO ROOSEVELT VIA EASTLAKE

**DRAFT LOCALLY  
PREFERRED ALTERNATIVE**



### Corridor Treatment

- GP Lane
- BAT Lane
- Transit Only Lane
- Proposed alignment
- Existing Stop
- New / Upgraded RR Station

- Potential future Northgate service extension

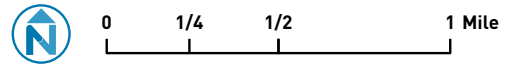
Corridor improvements include stop consolidation, transit signal priority and transit queue jumps.

### Bike Improvements

- Existing Protected Bike Lane
- Protected Bike Lane proposed as part of Project

### Other Transit Facilities

- Existing Link
- Planned Link
- Existing Seattle Streetcar
- Planned Seattle Streetcar
- Existing RapidRide corridor
- Proposed RapidRide corridor



# ROOSEVELT RAPIDRIDE CORRIDOR

## DOWNTOWN TO ROOSEVELT VIA EASTLAKE

### DRAFT LOCALLY PREFERRED ALTERNATIVE

#### OPERATING PLAN

The Roosevelt RapidRide line will provide high-frequency, all-day service between Downtown Seattle and the Roosevelt Link Light Rail station in Northeast Seattle, as shown on the accompanying map. Major destinations served include:

- Roosevelt
- The University District
- Eastlake
- South Lake Union
- Downtown
- The International District

#### PROJECT NEED

- Transit travel time in the corridor is up to 50% longer than driving, with buses traveling at 7.0 mph during peak hours
- Over 30% of transit trips in the corridor run late during morning and evening peak periods
- Overcrowding occurs on 32% of trips throughout the day and 63% of trips during the morning peak period
- The corridor includes a high concentration of residential and employment density and is experiencing rapid growth

#### SERVICE CHARACTERISTICS

##### DAILY SPAN OF SERVICE

- 24 hours per day, seven days per week

##### FREQUENCY

- 10 min: 6 am to 7 pm weekdays
- 15 to 30 min: early morning, evenings and weekends
- Hourly: overnight - 1 am to 5 am

#### PERFORMANCE CHARACTERISTICS

- Transit travel time from 65th Street to 3rd Avenue to decrease up to 20%
- Improved reliability
- Up to 50% increase in ridership

#### FUNDING PLAN

The Levy to Move Seattle includes \$13.7 million in funding for capital investments in the Downtown Seattle to Roosevelt transit corridor. SDOT is seeking federal grant funds, as well as state and regional partnerships, to cover the remainder of the project's total estimated \$70 million cost.

#### CAPITAL ELEMENTS

##### RUNNING WAY

RapidRide service will keep buses moving with:

- Dedicated transit lanes along Virginia Street in Downtown Seattle and along Fairview Avenue in South Lake Union
- Transit signal priority at most intersections from South Lake Union to Roosevelt

##### STATIONS

RapidRide stations will feature:

- Real-time transit arrival information
- Off-board payment
- Enhanced shelters

#### MULTIMODAL OPPORTUNITIES

There are opportunities to make improvements for people walking and biking in the Roosevelt corridor:

- Several intersections have above-average rates of bicycle and pedestrian collisions
- The corridor serves as the primary bicycle route between Northeast Seattle and Downtown, but lacks adequate facilities

The Roosevelt RapidRide corridor project will provide the following multimodal improvements:

- Protected bicycle lanes along 11th/12th Avenue, Eastlake Avenue, and Fairview Avenue, connecting to existing bike facilities in South Lake Union
- Streetscape improvements
- ADA-compliant curb ramps
- Intersection improvements to improve comfort and safety for people walking



**Seattle**  
Department of  
Transportation

The Levy to

**MOVE SEATTLE**



**King County**  
**METRO**